

(5) Now that a bypass has been completed on the east side of Town, business establishments such as gas stations and restaurants, which catered to the Business Highway 58 traffic, may be forced either to go out of business completely or, as an alternative, leave their present locations and move out to the bypass.

(6) The entrance to Stantonburg on Highway 58 from the City of Wilson is unattractive and tends to repel outsiders who might desire to investigate the Town as a place to live or shop. First impressions are lasting and if the first impression of Stantonburg is formed by unattractive development, people will tend to avoid the Town and take the bypass route instead. The presently vacant, triangular-shaped parcel north of Webb Lane is an ideal place in which a positive initial reaction about the Town could be established. The possible development of this parcel does not, of course, negate the Town's responsibility of improving the appearance of the presently unattractive development along Main Street (Highway 58) leading into Town.

(7) The Stantonburg Lumber Company is perhaps the most dominant single use in Town. Although being an important source of jobs for citizens of Town, this industry is unattractive and has a detrimental effect on surrounding development - in particular, the downtown business district. The present appearance of this lumber operation is indirectly a liability to the Town in that the image of Stantonburg as a place to live is weakened immediately by the unattractiveness of this dominant use. If a goal of the Townspeople is to expand the function of the Town as a bedroom community, this use will have to be significantly buffered with thick vegetation from adjoining uses so as to minimize the negative effects of this operation.

(8) The newest homes in Stantonburg are, in general, located along major arterial streets leading out of Town. Large vacant parcels of land have been created between this new development and the older development, which has taken place adjacent to the original platted streets in Town. Future street openings should be reserved at strategic locations along these thoroughfares to guarantee that these parcels are not landlocked and access into these "semi-islands" of vacant land is available. For example, the 4 acre vacant parcel located west of Moyton Drive (Highway 58), between Main Street and Saratoga Road, will require at least two street reservations (so that a loop street can be constructed) if this area is ever to be developed for residential purposes in the future. A loop street is needed here because there is no street access to this parcel from either the north, south, or west sides. Finally, strip residential development is costly to the Town in that sewer and water lines must be extended outward to serve a low density of development.